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1. Estonian railroads, prior to 1944, were both broad and narrow gauge. The major broad-gauge roads were as follows: (distances are approximate)

   a. Tallinn-Tapa-Narva; 220 km
   b. Tapa-Tartu-Valga; 180 km
   c. Valga-Voru-Irboska; 150 km
   d. Tartu-Petseri; 100 km
   e. Tallinn-Keila-Hääpsalu-Rohukula; 100 km
   f. Keila-Paldiski; 30 km

   The minor, broad-gauge roads:

   a. Rakvere-Kunda; 15 km
   b. Sonda-Aseri; 10 km
   c. Kohtla-Kukruse; 8 km

2. In addition to the above, smaller branches of broad-gauge track are located between Tallinn and Kopli, around the harbors at Tallinn and Narva and in the area around Tartu.

3. The major, narrow-gauge roads are:

   a. Tallinn-Turi-Mõisakülla-Pärnu; 270 km
   b. Riiselja-Ikla; 60 km
   c. Lelle-Pärnu; 70 km
   d. Mõisakülla-Valga; (located just inside Estonia on the Latvian border) 10 km
   e. Valga-Moniste; 45 km
   f. Rapla-Virtsu; 80 km
   g. Türi-Paide-Tamsalu; 60 km
   h. Tallinn-Väätna; 35 km
   i. Sonda-Mustvee; 120 km

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4. The minor, narrow-gauge roads are located around Pärnu, Jõõpre, Tootsi, Viluvere, Vändra, Eidapere and Järvakandi. In addition, there are small connecting lines between various factories and also in the forests for use in timbering.

5. The main broad-gauge interchange stations were located at Tallinn, Tapa, Narva and Valga; the narrow-gauge interchange stations at Tallinn, Mõisaküla, Valga and Pärnu. Goods were unloaded by hand. The main transfer points for the Soviet were at Narva and Irboska.

6. All of the railroads were single track during the period of Estonian independence except the Tallinn-Pääskula line. In 1941 the Soviets were in the process of laying a double track between Tallinn and Narva, their work being interupted with the invasion of the German armies. Since 1944, the Soviets have undoubtedly gone ahead with this plan. The Tallinn-Pääskula line was also the only line which had any electrification, about 12 km. The only automatic switches were located at Tallinn, all other switching being done by hand.

7. The rail beds were mainly sand or gravel. Wooden ties impregnated with oil (fenol) were used, usually of pine. Cuts and fills were made with slopes of 1 : 1.5. During Estonian independence, the roadbeds were very well maintained. However, it should be born in mind that during that period there were no heavy demands made of the railroads; the Soviets have undoubtedly increased traffic a great deal. Up to 1944 the railroads carried about 60% freight and 40% passenger traffic. There were no plans for the construction of any new roads. Rather, there was a switching to motor transport to take care of both old and new areas.

8. The largest freight stations were located in Tallinn, Kopli, Tartu, Valga, Narva, Petseri and Mõisaküla. These were adequate for the peace time needs of Estonia. Railroad repair shops were located at Tallinn, Valga and Mõisaküla. They were modern and adequate for the handling of all Estonian locomotives and cars. The Tallinn shop could repair 10 locomotives a day; the Mõisaküla shop, six.

9. There are numerous railroad bridges in Estonia. Generally, the broad-gauge railroad bridges were constructed of steel; the narrow-gauge, of wood. Many of these bridges were destroyed in 1940-1941 and also in 1944. When destroyed, they were replaced completely with wood. The more important rail bridges are as follows: (measurements are approximate)

a. Tallinn-Tapa-Narva line; (broad gauge)
Narva Bridge; steel construction; 200 meters
Purtse Bridge, at Püssi Station; wood; 60 meters
Valgejõgi Bridge, at Tapa; wood; 75 meters
Kehra Bridge, at Kehra over the Jagala River; steel; 100 meters
Lagedi Bridge, at Lagedi over the Pirita River; steel; 70 meters

b. (Tallinn) Tapa-Jogeva-Tartu line: (broad gauge)
Jänese Bridge, over the Emajogi River, five km north of Tartu; steel; 150 meters, three spans.
Karkna Bridge, over the Ammejogi River; steel; 50 meters
Jõgeva Bridge, at Soodi, three km south of Jõgeva; steel; 50 meters, three spans

c. Valga-Tartu line: (broad gauge)
Elva Bridge, near Elva and over the Elva River; wood; 60 meters
Tõlliste Bridge, over the Minor-Emajogi River north of Valga; wood; 100 meters

d. Valga-Petseri line: (broad gauge)
Tuderna bridge, near Iepassaare; wood; 30 meters
Piusa Bridge, over the Piusajogi River near Petseri; wood; 50 meters

e. Petseri-Tartu line: (broad gauge)
Reola Bridge, near Recla Station; wood; 50 meters

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f. Tallinn-Haapsalu line: (broad gauge)
Keila Bridge, at Keila; wood; 60 meters
Vasalemma Bridge, south of Vasalemma Station; wood; 40 meters

g. Mõisakülla-Tallinn line:(narrow gauge)
Saku Bridge, over the Saku River, one km south from Saku; of wood piles; 70 meters, spans are six meters apart.
Kiisa Bridge, over the Keila River south of town; of wood piles; 60 meters, spans are six meters apart.
Turi Bridge, over the Pärnu River; steel; 50 meters, single span
Navesti Bridge, over the Navesti River between Võhma and Olustvere stations, three km from Võhma; steel with stone foundation; 60 meters, single span.
Kariste Bridge, over the Halliste River, three km from Abja between the Abja and Halliste stations; wood; 100 meters, spans six meters apart.

h. Pärnu-Lelle line (narrow gauge)
Sindi Bridge, near Sindi Station over the Parnu River; concrete-steel; 150 meters

i. Virtsu-Rapla line: (narrow gauge)
Rumba Bridge, over the Kasari River; 40 meters; wood

j. Valga-Mõniste line: (narrow gauge)
Mustjõgi Bridge, near Mõniste Station; wood; 100 meters

10. The Tallinn-Narva line generally carried oil shale, oil, pulp, cement and Narva textiles; the Tapa-Tartu line, butter, bacon, fresh foods, lime and wood products; the Petseri-Tartu line, flax, wood products, agricultural products; the Tallinn-Pärnu line, [illegible], textiles, bricks and wood products.

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